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ORAL ARGUMENTS in the Massport case are scheduled for May 4 before a three-judge panel of the U.S. Circuit Court of Appeals for the First Circuit in Boston, Mass. A coalition of aviation groups is appealing a ruling by a U.S. District Court in Boston that upheld landing fee increases on small aircraft at Boston's Logan Airport and Massport is appealing a decision by the U.S. Department of Transportation that found Massport's PACE Plan illegal (BA, Dec. 26/201).

LEARJET President Bev Lancaster takes strong exception to questions about the future of the company if it does not land the Air Force's 211-aircraft order for the Tanker Transport Training System program. Noting that Learjet was profitable in 1988 and is forecasting a profit this year on delivery of 24 Learjets, Lancaster told BA "TTTS is not an absolute for us to stay in business. We're not going to fold up shop and go away" if another manufacturer is selected for TTTS.

AMERICAN EXPRESS corporate card holders will be directly exposed to the General Aviation Market Expansion (GAME) Plan message next month. Users of American Express corporate credit cards will receive an insert with their May statements that provides an overview of general aviation and features the 1-800-I-CAN FLY number they can call for more information.

AIRWORTHINESS of older general aviation aircraft will be significantly improved if FAA adopts a proposal to require compliance with inspection procedures now being prepared by GA manufacturers, Cessna Chairman Russ Meyer said last week (see article on Page 124). Yet to be determined is the cost those inspections would impose on aircraft owners.

GULFSTREAM AEROSPACE expects to deliver its 100th G-IV soon and expects to deliver a total of 40 of the business jets this year.

FAA REVISES COMPLIANCE SCHEDULE FOR INDUSTRY DRUG-TESTING RULES

Agreeing with industry complaints that "the administrative and logistical problems related to development and submission of an anti-drug plan are much greater than anticipated," FAA last week revised the compliance deadlines for the rule. The drug-testing rule, which was adopted late last year (BA, Nov. 21/161), will require drug testing of some 500,000 aviation industry employes.

Original compliance schedule called for affected operators to submit their individual drug-testing plans to FAA by April 20. FAA has now extended the deadline for submitting plans, but has retained the original dates for implementation of those plans. For companies with 51 or more covered employes operating under either FAR Part 121 or 135, deadline for submission of drug-testing plans is now Aug. 18, 1989. Those plans are scheduled for FAA review by Oct. 18 and must be implemented by Dec. 18.

FAR Part 135 operators with 11-50 covered employes must submit their drug-testing program by Oct. 17, with the exception of that portion dealing with random testing. FAA will complete its review by Dec. 18, 1989 and programs must be implemented by Feb. 14, 1990. The plan for random drug testing in this category must be submitted by April 15, 1990 and implemented by Aug. 13, 1990.

For firms operating under FAR Part 135 with 10 or fewer covered employes, plans must be submitted by April 15, 1990. FAA is scheduled to complete its review by June 14, 1990 and implementation must be accomplished by Aug. 13, 1990.

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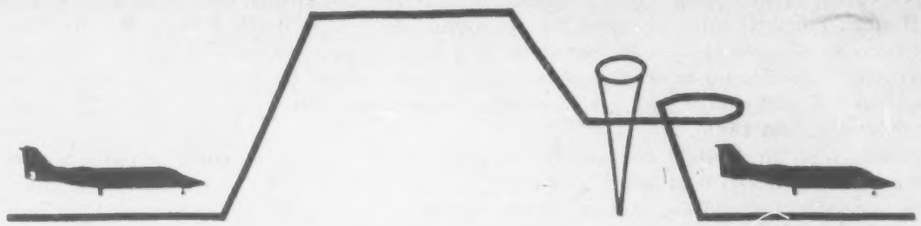
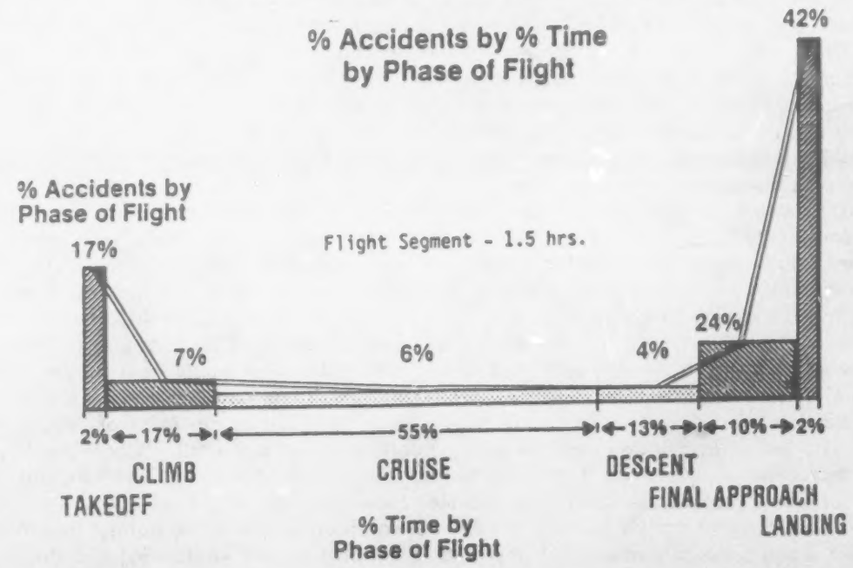
BUSINESS AIRCRAFT ACCIDENTS BY FLIGHT PHASE



	Takeoff	Climb	Cruise	Descent	Approach	Landing
1970-1980	13%	9%	6%	6%	33%	30%
1981	17%	8%	5%	4%	25%	40%
1982	15%	7%	7%	5%	22%	44%
1983	22%	2%	5%	2%	14%	53%
1984	13%	4%	8%	1%	12%	62%
1985	18%	0	0	3%	32%	47%
1986	15%	6%	9%	0	20%	50%
1987	10%	11%	11%	3%	19%	37%
1988	11%	11%	11%	4%	22%	35%

Basis: Jet and Turboprop accidents/incidents worldwide.

Corporate Accident Exposure



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BUSINESS AVIATION BRIEFS

INTERNATIONAL CONFERENCE ON AGING COMMUTER AIRCRAFT will be held April 25-27 in Kansas City. The meeting, which is expected to draw some 200-250 representatives of manufacturers, operators, foreign airworthiness agencies and FAA, is being organized by the General Aviation Manufacturers Association and the Regional Airline Association. Much of the agenda at the three-day meeting is devoted to working sessions on individual aircraft, including: de Havilland DHC-6 and DHC-7; Beech 99; Piper PA-31 series; Fairchild SA-226/227; Shorts SD3-30; Fokker F-27 and FH-227; and, the Embraer EMB-110.

* * *

WAYNE WALLACE, who has been a partner in the Wichita law firm of Martin, Pringle, Oliver, Wallace and Swartz, was recently named vice president and general counsel of Beech Aircraft Corp. Wallace, who also will serve as corporate secretary, is a nephew of former Cessna chief executive Dwane Wallace. The law firm will continue to serve as outside counsel to Beech, including representing Beech in product liability suits.

* * *

UNITED AIR FLEET has formed a new division, United Air Fleet Charter Sales, aimed at increasing the company's share of the business aircraft charter market. The new division, located at First Aviation Services' newly-remodeled hangar at Teterboro Airport, is headed by Scott Galdi, who was formerly with Executive Air Fleet.

* * *

NATIONAL AIR TRANSPORTATION ASSOCIATION'S unaudited figures show that 2,011 persons registered for its convention this month in Nashville, Tenn., a record high and the first time the number of registrants has exceeded 2,000. Total includes approximately 300 persons who were attending their first NATA convention.

* * *

FIRST PRODUCTION STARSHIP, NC-4, was rolled out of the completion center at Beech Aircraft last week and turned over to the production flight test department. The aircraft, which currently features a powder blue filler/primer coat, will receive its final paint job just prior to customer delivery, which is scheduled at the end of June.

* * *

THE PW-ALLISON 578-DX PROPFAN, a new type of ultra high bypass engine, made its first flight Thursday on a modified McDonnell Douglas MD-80 aircraft. The engine has two sets of six-bladed, counter-rotating propfans, 11.6 feet in diameter. Officials said the engine, rated at 20,000 pounds of thrust, combines the speed and thrust of a turbofan engine with the low fuel consumption and low sound levels of an advanced turboprop.

* * *

JOHN PAUL RIDDLE, 87, one of the founders of Embry-Riddle Aeronautical University, died April 6 in Coral Gables, Fla. Riddle, along with T. Higbee Embry, originally founded the Embry-Riddle Flying School in Cincinnati, Ohio in 1926. The school was relocated to Miami in the 1930s and moved to Daytona Beach, Fla. in 1965.

* * *

CHARTS comparing the accident rates of scheduled air carriers, corporate aviation and business aviation for the past 10 years, along with a depiction of business aircraft accidents by flight phase, are printed on the back of Pages 122-123. The charts were developed by Robert E. Breiling Associates, an aviation consulting firm that specializes in statistical analysis of corporate and business aviation safety records, for inclusion in the company's 1988 edition of the Annual Turbine Aircraft Accident Review. The 250-page book provides details on more than 190 accidents and incidents involving turbine-powered corporate, business, and regional airline aircraft that occurred last year.

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